DAR T	EDITIONS Approved F	elease 2002/06/ /	: B: ACKASROP	74B0 0447	R000100010	WG. 145 WATING	Silvent descriptory
y Ba ie	2306Z 8 MAR 66	100 mg	1	11 VSA 19 NO			
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X1A		ক্রীনার বান্দর্শন ও প্রাক্তি কর্মন্ত নার্লাক্রিয়ের হয় আর্জেক্রিয়ে	en i Maria de Caractería d Caractería de Caractería d		010	1121 ee	465/200 and District
CONTRACTOR DE LA COMPANION DE	DIRECTOR	ine in mandat (* 1747 version al Facility) de California de California (* 1747 al Facility) de California (* 1747 al Faci	TO THE PARTY OF TH	5 L	DOS	13 60	
* 10 f	DIRECTOR			191	DIVICIA	114	
FROM L				[s]	TD.	16	. 15.000.1484.0484
ACTIONS	_			n l	Allem allementerischer der der des ausgabet de	A. T. C.	to delign in a state of the same of the
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info :		16, 0	go.	Calculation			V 1880
	TOR 0007Z 9 MAR 66		05A 1-	20	A.	IN 9234	Ø
X 4 A	IMMEDIATE #M	PRIORITY		7. ft 10 - efter der prinstationen eine bestellt der seine der	GTE		25
X1A							25
	NO NIGHT ACTION	<u> </u>	•				
5X1A	REF:						
	TO: GEN. LEDFORD FROM: KELLY JOHNSON						
	SUBJ: ARTICLE 342 ACC	IDENT INVEST	IGATION				
	FURTHER INVESTIGAT 342 STRUCTURALLY FAILS ANALYSIS OF THE VARIOUS PRIOR DAMAGE, NO SIGNS IS WITHIN SPECIFICATION THEREFORE, I FEEL MSC. WILL NOT DEPENDED.	ED DUE TO E) US BREAK POI S OF FATIGUE DNS. THE EXTENSI	(CEEDING 1 INTS REVE I AND THE	THE ENV ALS THA CONDIT	ELOPE STR T THERE W ION OF TH	ENGTH. AS NO E METAL	
5X1A	MSG WILL NOT BE REQUITYOUR CUSTOMERS AT I. VISUAL (THOROTO A. MLG SUPPORT	J WE SUGG UGH) CHECK STRUCT.	R, AS A C BEST THE	ONFIDEN FOLLOWI	CE CHECK NG BE PER	FORMED:	
	1. FULCRUM F 2. DRAG LINK	LITINGS STRUCT_ (F)	isei aget				
	J. EULKHEADS		undij				
,	A. F.S. 30 B. F.S. 30	55 42 (BETWEEN	DUCTES				
)	B. SUMP TANK SI	UPPORT STRUC	et.				
	C. WING FUSELA	BE MAIN FRAN CT TO UPPER	IES	10			•
	A. B	OLTS	LUNGERU	45			
	B. CI		\ 1 Allama				
	A • B		LUNGERO	vs			
	B. CI	.IPS					
	J. CUMPI	ETE FRAME (WEB, PLAT	E & FI	TTINGS)		
		The state of the s		real Page	GROUP I	3	
		SEC	D D D		DIGINDED PROM MOTO		(

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25X1A

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IN 92349)
                         SECRET
                                                 PAGE TWO
                  A. F.S. 389
                  B. F.S. 401
                  C. F.S. 413
                  D. F.S. 425
                  E. F.S. 437
                  F. F.S. 449
                  G. F.S. 465
        D. ENGINE SUPPORT STRUCT. & ATTACHMENTS
               1. MAIN SUPPORT (F.S. 425)
                 A. BALL PATS
                 B. BALL BAT SUPPORT FITTINGS
                  C. BALL BAT BRACE
              D. FORE & AFT SHEAR WEB 2. AFT ENGINE HANGER
                 A. BOLT AND LINKS
                 B. SUPPORT RING (INCLUDING ATTACH. TO LONGERONS)
        E. UPPER & LOWER LONGERONS FROM F.S. 365 TO F.S. 510
        F. AFT FUSELAGE JOINT
              1. FWD OF F.S. 555
              2. AFT OF F.S. 555
        G. HORIZONTAL STABILIZER ROOT AREA (REMOVE FILLETS)
        H. WING ROOT AREA (REMOVE FILLETS)
              1. SKIN FOR CRACKS, PUCKLES, ETC.
              2. RIVETS, POLTS, ETC. FOR WORKING OR LOOSENESS
                            WING ATTACH BOLTS & FITTINGS WERE
                    (NOTE:
                           THOROUGHLY INSPECTED AT LAST WING REMOVAL.)
        I. ALL SKIN/MAIN FRAME RIVETS FOR WORKING OR LOOSENESS
              (BETWEEN UPPER & LOVER LONGERONS).
     II. DYE CHECK FITTINGS, CLIPS & STRUCTURE AS REQUIRED ON A
SUSPECT BASIS.
     III. X-RAY INSPECT STRUCTURE AS REQUIRED ON A SUSPECT BASIS.
     IV. SONIC INSPECT STRUCTURE AS REQUIRED ON A SUSPECT BASIS.
     V. CHECK TROQUE ON MAIN FRAME/LONGERON BOLTS & REPLACE AS
NECESSARY.
       A. F.S. 389
       B. F.S. 491
       C. F.S. 413
       D. F.S. 425
       E. F.S. 437
       F. F.S. 449
     VI. REMOVE PAINT ON THE LOWER SURFACE OF WING, BOTH SIDES,
FROM THE ROOT RIB OUTBOARD 20 INCHES APPROXIMATELY. CHECK FOR
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END OF MESSAGE

WE WILL STILL SEND THE THREE TECHNICIANS PLUS EQUIPMENT AS

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OUTLINED IN REF MSG. YOU ARE AWARE OF THEIR ITINERARIES.

CRACKS, CUPPED RIVETS OR SCRATCHES.